

THE RIO DE JANEIRO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XV.

RIO DE JANEIRO, JULY 15TH, 1888

NUMBER 20

Official Directory

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.
GEORGE H. WYNDHAM,
Minister.
AMERICAN CONSULATE GENERAL.—No. 130 Riacho
Ovidor, 1st floor. H. CLAY ARMSTRONG,
Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa
de D. Manoel. GEORGE THORNTON RICKETTS,
Consul General.

Church Directory

CHRIST CHURCH.—Rua do Eximato da Veiga. Divine
Service every Sunday at 11 a.m. and on the 2nd and 4th
Sundays in each month at 8 p.m.
II. MOSLEY, M. A., Chaplain.
N. B.—All notices should be sent to
ALBERT ALLEN, Clerk, No. 6, Rua Humaita.
METHODIST EPISCOPAL CHURCH.—Largo do Catete.
English service: Sunday School at 10 a.m. preaching
at 11:30 a.m. on Sundays, and at 7:30 p.m. on Fridays.
H. C. TUCKER, Pastor.
Portuguese service: Sunday School 10 a.m., preaching
7:30 p.m. Sundays, prayer-meeting, 7:30 p.m. Wednesdays.
J. W. TARBOW, Pastor.
Residence: Rua da Princesa Imperial No. 18.
PRESBYTERIAN CHURCH.—No. 15 Travessa da Barreira.
Services in Portuguese at 11 o'clock, a.m., and 7 o'clock,
p.m. Sundays, and 7 o'clock, p.m., Thursdays.
BAPTIST CHURCH.—Rua do Conde d'Eu, No. 122.
Services in Portuguese every Sunday at 11 o'clock, a.m.,
and 7 o'clock, p.m. and every Wednesday at 7 o'clock,
p.m. Sunday School at 10 o'clock, a.m.
W. R. BACRY, Pastor.
Residence: Rua de Santos Rodrigues No. 6.
IGREJA EVANGELICA FLUMINENSE.—No. 175, Rua
de S. Joaquina. Services in Portuguese at 10 o'clock,
a.m., and 6 o'clock, p.m., every Sunday; and at 7 o'clock,
p.m., every Wednesday.
RIO STRAEMEN'S MISSION AND READING ROOM.—
Open daily, No. 84 Rua da Misericórdia. Divine Service
on Sundays and Wednesdays at 7 p.m. Solos free and
easy on Tuesday Evenings at 7 p.m. Gifts of papers,
books, left off clothing, etc., may be sent to the above
address, or the Missionary will gladly call for them.
THOMAS HOOPER, Missionary.

Medical Directory

Dr. Cleary, Physician and Surgeon. Residence: 37, Rua
do Senador Vergueiro; Office: 87, Rua do Hospício from
12 to 3 p.m.
Dr. W. J. Fairbairn, M.D. Editor, Surgeon and Physician.
Office: Rua 1ª de Março, No. 96, from 11 to 1 p.m. and
4 to 4:30 p.m. Residence: Rua D. Mariana, N. 18,
Botafogo.

Traveller's Directory

RAILWAYS.

DOM PEDRO II.—Through Expresses: Central train
leaves Rio at 5 a.m., arrives at Barra do Rio Preto 7:25 a.m.
Rio 5:30 and Bahia (terminus) at 7:25 p.m. São Paulo train
leaves Rio at 6 a.m. arrives Barra at 8:15 a.m. and Cachoeira,
where passengers for S. Paulo must change, at 12:15 p.m.
From Barra Rio train leaves at 12:05 a.m. arriving at Porto
Novo at 1:45 a.m. From Barra Rio train leaves at 1:15
a.m. Cachoeira (S. Paulo branch) 12:35 p.m. Porto Novo
at 1:05 p.m. Rio train leaves at 1:15 p.m. S. Paulo train
leaves at 6:45 and the Central train at 8 p.m.
Limited Express, leaves Rio at 7 a.m.; arrives at Barra
at 10:25. Barra Rio at 10:25 and Barra Porto (terminus)
at 6:55 p.m. S. Paulo branch leaves Barra at 11:30 and arrives
at Cachoeira at 6:25 p.m. From Barra Rio train leaves at
3:15 p.m. and arrives at Porto Novo at 6:25. Downward
train leaves Barra Porto at 3:00 a.m. at Cachoeira 5:50
and Porto Novo 5:55, arriving at Barra at 5:10 a.m.
Mixed Trains, leave Rio at 8:30 and 9:30 a.m., 3:15 and
5:30 p.m.; first goes to Barra Rio arriving at 8:55 p.m.; second
and third to Barra arriving at 9:15 a.m. and 3:15 p.m., and
third to Barra arriving at 7:30 p.m. Downward train leaves Barra
at 4:30 a.m. arriving at Barra 9:15 a.m. and Rio at 3:20 p.m.;
leaves Barra at 4 and 5:30 a.m. arriving in Rio at 9:15 a.m. and
11:15 p.m. and leave Barra at 5:10 a.m. arriving in Rio at 9:50
a.m. Night service: Train leaves Rio at 10 p.m. every Friday,
arriving at Barra at 12:30 and Porto Novo at 5 a.m. Down-
ward, train leaves Porto Novo at 10:50 p.m. every Monday,
arriving at Barra at 3:15 and Rio at 5:30 a.m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12:05
p.m. arriving at S. Paulo at 6:15 p.m. Downward train leaves
S. Paulo at 6:00 a.m. and arrives at Cachoeira at 12:05 p.m.
where passengers change to the D. Pedro II line.
CANTAGALLO.—Leaves Niterói (Sant'Anna)
7 a.m., arriving at Nova Friburgo 10:30. Cordeiro (1 hour
per trainway from Cantagallo) 10:30. Return train leaves
Cordeiro at 11:45 and Nova Friburgo 12:45 a.m., arriving at
Niterói 3:15 p.m. A special Nova Friburgo excursion
train leaves Niterói at 3:15 p.m. and Nova Friburgo at
5 a.m. on Mondays, Thursdays and Saturdays. Ferry boat
runs between Rio and Sant'Anna, connecting with trains.
CORCOVADO, R. C.—Trains leave the Station at Cosme
Vello, Lamerigos, at 6, 8, 10, and 12 a.m. and 2, 4 and
6 p.m. on Sundays and holidays, and at 6:30 and 8:30 a.m.
and at 5:30 p.m. on week days.
PETROPOLIS STRAEMEN AND R. R.—Steamers leave
Trapiçhe Head at 4 p.m. week days and 7 a.m. Sundays
and holidays. Returning, trains leave Petropolis at 7:30 a.m.
week days, and 4 p.m. Sundays and holidays. Mixed
train, leaves 6:30 a.m.; downward (from Petropolis) 2:38
p.m., week days only.

Libraries, Museums, &c.

BRITISH SUBSCRIPTION LIBRARY.—Rua dos Ovi-
dres, No. 53, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Paschoa No. 48.
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ovi-
vidor.
MUSEU NACIONAL.—Praça da Aclimação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 19
Rua Luiz de Camões.

Hotels.

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Leaving: Cosme Vello 7:30 10:30 4:30 8.
Leaving: Lamerigos 6:30 8:30 5:30.
The coolest and most easily accessible summer resort near
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Excellent table.
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Mr. J. C. V. Mendes No. 1, Praça D. Pedro II.
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96, RUA DAS LARANJEIRAS, 96
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KINDERGARTEN.

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Phillip Best Brewing Co's.

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bottled by R. G. Staudinger & Co.
New York.

For sale at the
Hotel do Globo
Just arrived.
Rua 1.ª de Março, No. 7.

THE RIO NEWS

PUBLISHED TRI-MONTHLY
for the mail packets of the 5th, 15th and 25th
of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs
list of the arrivals and departures of foreign vessels, the com-
mercial report and price current of the market, table of stock
quotations and sales, a table of freight and charter, a sum-
mary of the daily office reports from the Associação Com-
mercial, and all other information necessary to a correct
judgment on Brazilian trade.

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Ouroador.

All subscriptions should run with the calendar year.

EDITORIAL AND PUBLICATION OFFICES:—

79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by

GEORGE H. PHILIPS, Esq.,
154 Nassau Street, New York.

MESSRS. STREET & CO.,
30 CHURCHILL, LONDON E. C.

MESSRS. JOHN MILLER & CO.,
850 Paulo and Santos.

RIO DE JANEIRO, JULY 15th, 1888.

The new ministerial project for guaranteeing the hypothecary note emission of *credit foncier* banks under the law of 1884, is now under discussion in the Chamber. The bill provides for a guarantee of 5 per cent. on the hypothecary notes issued, limits the aggregate capital of the banks to 30,000,000\$, classifies them in districts, limits the interest on loans to planters at 7 per cent, reserves the selection of the president of each bank to the government, permits loans in cash or bills, limits dividends to 10 per cent, authorizes loans on real estate, agricultural machinery, growing crops, live stock, etc., sets apart all emancipation taxes for the payment of these guarantees, permits the government to invest the special funds (orphans' fund, savings bank deposits, etc.) at its disposal in these hypothecary notes, and makes the same notes legal security deposits. A very superficial examination ought to be sufficient to show that this project is crude, unjust and dangerous. Its sole purpose is to favor and aid a class which has enjoyed every advantage, privilege and aid that it has been in the power of the government to confer. This class holds nearly all the best lands available for settlement, has legally enjoyed all the advantages that could be wrung out of the institution of slavery, has possessed the government, most of the professions and every advantage arising from political and social position, and still enjoys every advantage which special laws, position and wealth can confer. And yet, through improvidence, negligence and vicious habits, it has wasted the money lavished upon it, and is always a chronic beggar for further favors. Now that the way has been opened for the poor free laborer to gain a home and position in this country, it is clearly unjust to handicap him and tax him in order to confer further favors on worthless, improvident men. An active, enterprising planter does not want such help; he asks only for free markets, cheap transportation and a sound currency. Besides all this, one of the great needs of the country is a sound uniform banking system, and this will be fatally prejudiced by the creation of these guaranteed *credit foncier* institutions. There are merchants, shop-keepers, manufacturers and laborers in this country as well as planters, and they have just as good a right to special favors as this privileged class. A banking system which will be beneficial to all is what Brazil most needs, and we trust the good sense of the government and General Assembly will eventually provide it.

The complaints published in this and the preceding numbers of *The News* bring up a question which merits the serious attention of the government. It is not a new vexation that is complained of, nor is it now worse than at other times, but perhaps the sharp competition between steamers and sailing vessels makes it more keenly felt at this moment than ever before. It must be clearly apparent to everyone who will take the trouble to think, that sailing vessels are now having a hard time of it to earn even the smallest profit for their owners and that rigid economies are therefore necessary to save even this. Small freight steamers have absorbed many classes of freight once exclusively carried by sailing vessels, and are even cutting into other lines in which the latter have been supposed to enjoy a monopoly. The difficulty of getting good return freights and the low rates ruling through the competition with steamers and other sailing vessels, all contribute to minimize profits; hence the necessity of avoiding the expense of idle days in port and of increasing as far as possible the actual number of running days in the year. It is simply a question of good business management, in which officials as well as business men should have a warm interest. Nothing, therefore, can be more unjust than the delays and indifference met with in this port. The port authorities have no right to delay a vessel one single unnecessary moment. Visits should be made promptly, which is rarely the case, and permission to discharge should follow at once. The whole business should be accomplished in a very few hours, instead of dragging it out into days, as is usually the case. If the *guarda-mór* showed the same zeal in dispatching business, as in searching for a shilling's worth of contraband, there would be fewer causes for complaint.

The final scene in a tragedy which was probably one of the principal turning-points in the abolition movement in this country, took place at Penha do Rio do Peixe, S. Paulo, on the 9th ult., and resulted in the acquittal of the 32 persons indicted for the assassination of police *delegado* Joaquim Firmino at Penha do Rio do Peixe on 11th February last. The crime in question was committed at a time when the planters of that province were in a state of frenzied excitement over the wholesale flight of their slaves and the inability of the authorities to check the movement and repress the propaganda initiated and directed by Antonio Bento. From small beginnings early in the preceding year, the work of inciting and aiding the slaves to escape had reached such proportions in October and November that the slaves were leaving the plantations *en masse* and marching along the open road in the direction of Santos and the capital. Some two or three thousand fugitives were concealed in the neighborhood of Santos, hundreds had been sent out of the province, hundreds had been provided with employment in the houses of discreet friends, and some thousands more were kept in various places of concealment in São Paulo and throughout the province. The organization of the movement was so complete and well directed that no one knew where the next blow would be struck, nor how to avert it. Sympathizers were found everywhere, and the authorities were openly opposed by apparently disinterested parties in their efforts to capture and return the fugitives. The sympathies of the general and provincial governments were wholly with the planters, as were those of the majority of the police and military authorities, but the movement had grown too strong for them and in many cases actually defeated their efforts to restore fugitives through the regular legal channels.

At the date of the Penha crime the state of affairs affecting abolition in S. Paulo had reached a critical point. The abolitionists had not yet secured the advantages sought, though they had assisted the escape of thousands of slaves and had thoroughly frightened their masters. The slaveholders were in a state of extreme agitation and were organizing as best they could for the protection of their property. They had the general and provincial governments on their side, additional detachments of soldiers had been sent to the province to aid them, and they had the sympathy of that large class of moderate men who were deprecating the violence of the abolitionists, fearing insurrection, and yet half sympathizing with the popular impulse which was clamoring for early emancipation. This large and respectable class was really wavering between the two antagonistic classes, but would probably have sided with the slaveholders in every legal and reasonable effort to suppress the new propaganda. At this critical juncture some twenty-odd planters of the neighborhood of Penha do Rio do Peixe, assisted by a considerable force of retainers (*capangas*), entered that town at night, broke into the house of the police *delegado* Joaquim Firmino, who was openly in sympathy with the abolitionists and had refused to turn slave-hunter for the planters, and brutally killed him before the eyes of his wife and children. The pretext of the assault was a charge that fugitive slaves were concealed on the premises, but the open enmity of some of the assassins against their victim, and the revolting brutality of the crime itself made every possible excuse useless. From that moment the fate of slavery in S. Paulo was sealed. The sympathies of moderate men everywhere were irretrievably lost, and the government found it impossible to stem the tide of popular indignation against the authors and abettors of so monstrous a crime. After that date organized resistance to the abolition propaganda almost disappeared in the province, voluntary liberations increased rapidly, and the end of slavery became merely a question of a few months. How great an influence this incident may have had on the final act of May 13th no one may ever determine, but that it helped to alienate sympathy for the slaveholder, to paralyze official action, to increase the activity of the abolition societies, to accelerate voluntary manumissions, and by these means to prepare the way for the act of May 13th, no one can question. The prosecution of the assassins of Joaquim Firmino was always a secondary consideration in the public mind. No one ever believed for a moment that a conviction would result, for no one has ever heard of a planter being punished for a crime of this character. It was matter for no surprise therefore when the jury unanimously announced on the 7th ult., that not one of the 32 men indicted were guilty of the murder.

OTHER OFFICIAL DELAYS.

Rio de Janeiro, July 11th, 1888.

To the Editor:

Dear Sir:—There is another unsophisticated son of a sen dog, beside the son of Neptune, whose grievance you so kindly inserted in your issue of the 5th inst. As the refrain from the old windlass song has it, "Mark well what I do say"—and kindly print it.

The unsophisticated one's vessel brought here some 2,800 tons of coal and 50 tons of iron. He discharged his coal and the consignee of the ship applied to the authorities for permission to discharge the iron on the 5th inst. Would you believe it, this application was not granted, or at least the custom house officer did not get on board, till past noon on the 10th inst., thereby

entailing a loss to the owners of ship of three days and a half,—"excluding the Sunday." This calculated at the rate of demurrage allowed by charter party amounts to \$86, 0, 0 sterling, and the freight on the 50 tons of iron \$60, 0, 0. The ship therefore loses \$26, 0, 0 for bringing the 50 tons of iron to this port.

When the writer appealed to his consignee against this great loss of time, he was informed by the consignee that he tried to move heaven or earth, or, in other words, the *guarda-mór*, to take into his consideration this loss of time and money to the owners of ship. But, the old, old story, the *guarda-mór* told the consignee she is only a sailing ship and can wait (*amanhã*!), with that peculiar wrist movement and spread of palms to be seen to perfection only in a Brazilian custom house official.

The writer, like your former correspondent, cannot understand how the powers that be are so dilatory in this matter of commerce. One would think the credit of Brazil as a nation would not allow such a slur as this on their business capacities to remain one moment longer.

Trusting that the Micawbers of the custom house will see the errors of their way and reform, is the earnest wish of

Yours truly,

ANOTHER VICTIM TO OFFICIAL DELAYS.

Continued from our last.

DEPARTMENT OF AGRICULTURE.

Ypanema iron mine and foundry.—The expense with this government *roy* was estimated at 232,240\$ in the last budget, but the expenditure appears to have been..... 210,417\$478

From which are deducted:

Expended in works.....	37,383\$339	
Administration.....	15,690 000	
Apprentices.....	7,380 000	
School.....	1,110 000	
Coal, 632 tons on hand	10,774 000	77,494 819

And working expenses

are..... 133,012\$659

The product was:

90 tons of pig-iron and castings.....	118,500\$000
294 do forged iron.....	43,920 000
7 do cemented steel.....	2,100 000
Work in the shops.....	39,553 000
do " refinery.....	7,500 000
	211,073 000

Showing a balance of...

78,060\$341

(These figures are hopelessly mixed.—Eds. *Rio News*.)

Actual sales, however, reached the modest sum of 66,316,000\$, in consequence of circumstances that have been made patent in former *relatorios*. It appears that the excessive rates on the S. Paulo railways continue to militate against the out-put of the foundry, for water-horne foreign iron comes into consumption at lower rates. The minister refers to his efforts to secure a more reasonable tariff, but these efforts do not appear to have been altogether successful.

Subsidized navigation.—The state does not only subsidize the north and south ports companies, but also that between Santos and New York, in the United States of North America. The coasting traffic suffices for the inter-provincial trade and already represents a far from slight charge on the public coffers, for the expense reaches 1,407,800\$ per annum. Interior and river navigation, which cost at present 971,000\$, require improvements. The minister thinks special inducements should be offered these companies, such as grants of lands on the rivers served by them, the establishment of agricultural colonies, etc. Last year navigation privileges were conceded to the Moggyana (S. Paulo) railway for steam navigation on the Rio Grande river between its station and the mouth of the Sapucahy river; to the Paulista company for the navigation of the Moggyana (S. Paulo) river from the Ferreira station to its junction with the Rio Parão river, and over the whole extension of this latter to its mouth on the Rio Grande, and upon this from the mouth of the Sapucahy to the Urubupunga rapids; to the Oeste de Minas railway for navigation on the Rio Grande river from its junction with the Ribeirão Vermelho, its terminus, to the mouth of the Sapucahy. These concessions have been granted for 10 years only. The minister seems to consider that subsidies might be reduced, and in parenthesis, we may say we agree with him. The minister cannot furnish full reports from the Amazon Steam Navigation company, but he states that notwithstanding the

subsidies received by the company from the general government, and from the provinces of Pará and Amazonas, the financial position of the company does not appear prosperous, for during the past three years, only one dividend, 5 per cent., was declared. As to the United States and Brazil Mail Steamship company, the minister seems quite enthusiastic. He says the new contract secured the same period for the concession, but while it reduced the subsidy by 5 per cent., the company was obliged to make Santos its terminus. It may be mentioned here that the steamers were likely to go to Santos under any conditions. The company had made 16 voyages, 12 is the number stipulated, during the year, which is a proof that "it is finding elements of vitality at the ports of call." Really, says the minister, this navigation line has helped to increase our trade with the United States of North America, as can be seen by a comparison with its traffic during late years. The table shows:

	1886	1887
Passengers.....	853	877
Imports, packages.....	92,059	70,773
Exports do.....	125,950	287,073

DOM PEDRO AND HIS THRONE.

Dom Pedro II., Emperor of Brazil, is reported to be out of danger. D. Pedro is an Emperor a little in the style of several of Shakespeare's Dukes; rulers who weary of the cares of state and the dignity and flummery of high station, and who wander into foreign parts and leave the performance of their high duties to trusty persons. In the case of Shakespeare's Dukes the persons thus left as care-takers of thrones and states do not always prove to be as trusty as they might. Dom Pedro has been more fortunate in this particular, and his foreign excursions have not been marred by any ill consequence. On the contrary, several advantageous facts are related to them. They have given repose and recreation to a wise and liberal ruler, and have thus undoubtedly lengthened the days of a sovereign in whose personal welfare his people have good reason to take a deep interest; they have given experience in the administration of government to persons upon whom these obligations are likely to fall in the case of Dom Pedro's death, and they have while doing this sustained the confidence of the country with the knowledge that as the Emperor, though not practically upon the throne, was still alive, he would return to the performance of his duties upon the appearance of any confusion whatever. If a man has, in fact, had his hand upon the helm for fifty years, and has all things in good working order, perhaps the wisest use he can make of his declining years is in this very system of affording the opportunity for the training of his successor. D. Pedro's daughter governs Brazil with apparently as happy a hand as her father's; and if the maladies that came upon him in Italy had proved fatal, her office of Regent might have been merged into that of Empress without the perception of a change anywhere in the world except in the Almanach de Gotha. Happily, D. Pedro's end is not yet. He is but 63 years old; yet though his recovery from pleurisy spares his life for the present, it was but one of many signs that he is not a robust man. He will not reach the age of the German Kaiser, but his life will probably be extended sufficiently to see the development and solution of the one point of delicacy in the question of the Brazilian succession.—*The Mail and Express*, New York, May 11.

LEGISLATIVE NOTES.

July 2.—In the Senate there was no session. In the Chamber Ceará provincial affairs occupied some time, and the rest of the session was taken up in discussing naval affairs, although one of the deputies seems to have treated of nearly every other subject than that supposed to be in debate.

July 3.—In the Senate Marquez de Paranágnã and Viatro de Medeiros spoke on provincial questions and Silveira Martins on the smuggling into Rio Grande do Sul; the senator attacked the fiscal authorities as being interested in the business. Senator Silveira Martins also spoke on the banking bill, considering the minimum capital much too high; he also thought the banks should be prohibited from dealing in their own shares, should be obliged to employ a percentage of their profits in gold, against which they might issue legal tender notes, and suggested other modifications. Visconde de Ouro Preto again clearly explained the benefits expected from the law; all banks were liable to mismanagement, but he did not consider a crisis affected a country at large; it is a storm that clears the atmosphere. Visconde de Pelotas and the minister of war spoke on the army bill, the latter declaring he would employ the press-gang, if this became necessary, to complete the ranks. In the Chamber, provincial affairs, smuggling into Rio Grande do Sul and the reported resignation of the bishop of this diocese led to a somewhat disorderly debate. It is charged that the Papal representative has unduly interfered in the question of the bishop, and a Rio Grande deputy appealed to the officers of the Chamber to have reported the Senate bill on liberty in religion. The credit asked for by the minister of empire for sanitary purposes, 350,678,445, finally passed and also the bill providing 300,000\$ to aid Brazilian exhibitors at the Paris exposition. The rest of the session was of no general interest.

July 4.—In the Senate Sr. Silveira Martins made some remarks on the evils of the clergy assuming too great influence and the premier and Barão de Cotegipe had a dialogue relative to the resignation of the Archbishop of Bahia. Senator Silveira da Motta, who has shown considerable alarm regarding the banking law, presented various amendments to this. Senator Correla again opposed the scheme; he wants gold and thinks the law would prevent this seeking our market. Senator Candido de Oliveira occupied the rest of the session in discussing army affairs; he objects to the press-gang, but advocates conscription. In the Chamber, the officers were re-elected and the session was of no interest, unless the violent attack on the government by Deputy Pedro Luiz may be so considered.

July 5.—In the Senate the banking law passed second reading and was referred back to committee that the innumerable amendments to the original project might be organized. Ceará provincial affairs again occupied valuable time, and the rest of the session was supposed to be devoted to the army bill, but Senator Tannay availed of it to ventilate his ideas on immigration and to declare his opposition to the indemnity for ex-slave owners. The senator made some few references, to be sure, to the matter in debate. In the Chamber, the session was rather disorderly from the commencement. The first secretary defended himself in acrimonious terms against a charge that he had forced a quorum, and a disgraceful scene occurred between Deputies Rosa and Coelho de Rezende, which resulted in adjourning the session temporarily. The budgets of the department of marine finally passed with sundry amendments. The minister of foreign affairs asked for a credit to complete the expenditure with the Missions boundary commission, which reaches 268,388\$456.

July 6.—In the Senate, on motion of Sr. Silveira da Motta, the indemnity to ex-slave owners project was ordered to be placed on the order of the day; the senator was decidedly sharp on the author of the project and appears desirous of widening the breach in the conservative party. A motion by Senator Belisario for information as to the appointment of a Treasury official that he had placed on half-pay, produced a reply from the premier that approaches very closely the "lie direct." The rest of the session was occupied in discussing the budget of the department of marine. In the Chamber, on motion of Deputy Andrade Figueira, the government bank project was declared urgent, and ordered to be placed on the order of the day for the next week. An interpellation of Deputy Alfonso Celso Jr., which was replied to by the minister of foreign affairs, occupied considerable time; referring to international questions with the River Plate republics the discussion served to make patent the peaceable dispositions of the empire. The minister of justice replied to the attack made by Deputy Mac Dowell yesterday; both in the attack and the defense there appears to us to have been an unnecessary number of references to the Divinity, who, we are persuaded, has little interest in Brazilian politics.

July 7.—In the Senate the Paris exposition credit was opposed by Barão de Cotegipe, Sr. Ribeiro da Luz, and Sr. Belisario and defended by Visconde de Ouro Preto, who in advocating Brazil's appearing at foreign exhibitions referred to the victory obtained over Mexican coffee through such "shows" and the services lent Brazil by its consular general at New York in stimulating the trade in goat-skins. Senator Avila occupied the rest of the session in discussing the naval force bill. Some hilarity was produced by the persistence with which Visconde de Ouro de Preto addressed Sr. Ribeiro da Luz as "the noble minister," and by Barão de Cotegipe's stating that "crows and doves" had united to pass the exhibition law. No session in the Chamber.

July 9.—No session in either House.

July 10.—In the Senate, after some remarks in opposition from Sr. Silveira Martins, the Paris exposition bill passed second reading. The bill for granting indemnity to ex-slave owners was discussed by its author, Barão de Cotegipe, who expressed fears lest the republicans, rendered desperate, might upset the government, considered the Chamber could not represent public opinion, and although the intention seemed to smother the project, he would ventilate it to the utmost extent permitted by the rules, protesting against the manner in which the matter had been brought before the Senate, as indecorous. In the Chamber Deputy Zama presented a long project for the extension and perfection of the railway system. Deputy Mac Dowell had some sour remarks to return for what he called the minister of justice's sentimental speech on the 6th. Deputy Nabuco energetically opposed the government project for an endorsed issue of hypothecary notes, which he thinks will in no manner assist agriculturists, but will rebound in favor of their creditors. If the law be passed it will be a death-blow to all hopes of saving the agricultural interest. The committee on the vagrants law presented a favorable report.

PROVINCIAL NOTES

—On the 9th inst. 22 immigrants attacked by small-pox were sent to the Santos lazaretto.

—There were 4,156 immigrant arrivals at Santos during the month of June.

—An effort is about to be made to find diamonds in the district about Franca, province of S. Paulo.

—A severe frost was reported some days since in central S. Paulo, causing considerable injury to the plantations.

—The Hotel America in Santos was burned on the morning of the 9th inst., a great part of the building and all its contents being a total loss.

—A meteorological station is to be established at Rio Claro, S. Paulo, principally through private effort. It ought to render good service.

—Arrangements have been made in São Paulo for a season of opera by the Musella company, which is to embark at Genoa to-day.

—The government has purchased a plantation at Jacarehy, São Paulo, for a colony. It will of course be populated with a minister's name.

—The Minas provincial assembly proposes to spend 40,000\$ on a provincial exhibit at Paris next year. It would be much better spent on schools!

—The immigrant arrivals in the province of Rio Grande do Sul during the five months ending 31st May numbered 2,675, of which 2,438 were Italians.

—The president of the province of Piauí calls for tenders for the water supply of the capital, which will be received up to November 20th next.

—The June receipts of the Pernambuco custom house were 935,024\$165, of the *recebatoria geral* 41,573\$872, and of the *recebatoria provincial* 166,474\$521.

—Telegrams received here on the 11th state that the Treasury agent (*collector*) at Ponte Nova, Minas Geraes, had abandoned his post, and that there is a considerable deficit in his accounts.

—Our enterprising colleagues of the São Paulo *Diário Mercantil* have again changed the style of title, discarding the ugly type used for a simpler and much prettier letter.

—The June receipts of the Santos custom house amounted to 790,332\$818, and of the *mesa de rendas* 148,879\$800 of which 97,723\$562 were from the provincial export duties on coffee.

—The June receipts of Rio Grande custom house were 88,878\$745, against 173,865\$663 in the same month of last year. The *mesa de rendas* receipts in the same month were 34,798\$937.

—The June receipts of the S. Paulo postoffice were 12,128\$620 for the capital and 30,860\$934 for the rest of the province, against 10,607\$030 and 27,055\$610 respectively in the corresponding month of last year.

—A joint-stock company is being organized in Minas Geraes, under the designation of "Companhia Pastoral Mineira," for two great cattle fairs under a provincial concession. The capital is fixed at 1,000,000\$.

—A new cotton factory is to be established on the Riachão plantation, near Baependy, Minas Geraes. The offices, machinery, etc., are estimated to cost 215,000\$, and a company is being organized for the enterprise.

—A Jagnúrio, Rio Grande do Sul, journal of the 27th ulto. states that laborers, in digging the foundations for a building there, discovered a quantity of mercury, and not in dinnerable either. The globules were scattered through the earth.

—A Rio de Janeiro provincial journal on the 7th charges the sub-delegate of police at S. João do Principe with arresting his ex-slaves for refusing to work for him, they alleging they can get no pay. The journal says the freedmen are sent to the chief of police as recruits.

—The recent election in the 9th district of Rio de Janeiro, to fill the vacancy in that district in the Chamber of Deputies, resulted in the election of the government candidate, Sr. Candido Drummond, an anti-indemnity conservative. The republican candidate obtained a large vote.

—A Pelotas, Rio Grande do Sul, journal of the 19th states that the corpse of a poet, Lobo da Costa, had been found in a ditch, and almost covered with mud. The poet's death is said to have resulted from *congelation*. Poets do better in the Rua do Ouvidor than in Rio Grande do Sul.

—The Ouro Preto, Minas Geraes, people deserve the cake. The vice-president of the province was made a *barão* the other day, and the usual manifestation was made him. According to a local colleague the "manifesters" were regaled with a "brilliant glass of water"! Fancy their disgust!

—The *Jornal do Commercio* of the 12th mentions a rumor that the Santos harbor improvements contract had been awarded to José Pinto de Oliveira. The *Diário Mercantil* says this is the most onerous of the six presented, and literally takes both hide and hair off the merchant and planter.

—An epidemic of small-pox is raging at Mandos, Amazonas.

—The May receipts of the Maranhão custom house were 182,883\$145.

—The June receipts of the Victoria custom house were 20,019\$123, and of the *mesa de rendas* 14,949\$631.

—In Espírito Santo a credit of 441\$900 has been opened by the president of the province for expenses incurred in June with the treatment of persons attacked by whooping cough in a place called Conde d'Elia. There is something decidedly paternal about all this.

—The committee in charge of the abolition festivities in Santos has undertaken to solve a question with the gas company of that city, in regard to the bill for illuminating the streets, by depositing in the municipal treasury about one-third the amount, which the committee figures out by itself to be sufficient. It looks like a very convenient way to pay one's bills.

—The *Diário*, of Rio Claro, S. Paulo, says that the merchants of that place have "struck" against paying the municipal taxes due this month, because the municipal council has not obliged certain planters to pay the capitation tax to which they are subject. This looks like another attack upon the "poor planter," who cannot even be excused from paying his insignificant tax for the support of the government!

—The state of public instruction in Minas Geraes is anything but satisfactory. The president of the province, in his last *relatório*, estimates the school population at 300,000, for which only 1,639 teachers are provided. The actual matriculation the past year was only 43,397, and the attendance 24,937. Only one in ten therefore is receiving regular instruction. If the province would spend some of the money on schools which it is throwing away in subsidies, this shameful state of affairs might soon be changed.

—Local papers give very unsatisfactory accounts from Rio Grande do Sul, where smuggling appears to be on the increase. On the 19th June the total receipts at the custom house were only a trifle over 400\$ and the employés had nothing to do—which they usually do extremely well. The merchants of the province have "struck" and declare they will pay no duties until the government extends some protection in their interests against those of the smugglers. The business is scandalous, of long standing and requires a prompt solution.

RAILROAD NOTES

—The March receipts of the Rio Grande and Bagé railway amounted to 58,657\$20.

—The cost of the Mogiana branch from Jaguara to Uberlândia, 101 kilometres long, is estimated at 1,971,615\$100.

—The June traffic receipts of the Leopoldina railway were 314,313\$790, of which 83,375\$810 from passengers and 194,619\$920 from goods. The expenses are not given.

—The São Paulo and Rio line has been authorized to substitute steel for its iron rails, charging the same to working expenses, but at a cost not exceeding 50,000\$ each half year.

—The May receipts of the Paulista company were 205,562\$030, and expenditures 105,457\$280, leaving a surplus of 100,104\$750. This raises the surplus since January 1st to 639,241\$030.

—On the 3rd inst. a credit for 400,000\$ was opened for the extension of the Baurité, Ceará, railway. When Providence refuses rain to Ceará, the authorities substitute this by "promises to pay."

—The traffic receipts of the Baurité, Ceará, government railway in 1887 were 315,839\$866 and expenses were 295,935\$895, leaving a balance of 19,903\$971. The inhabitants of Ceará are crying out for the extension of the road.

—The minister of agriculture has sent to the minister of finance the papers required for the provocation of the ex-treasurer of the Recife and S. Francisco extension, who appears to have been a little mixed in his accounts.

—On the 6th inst. the minister of agriculture appointed Drs. Silva Coutinho and Ewbank da Camara, engineers, and Oliveira Castro, president of the "Associação Commercial" [Exchange] to report what reductions and reforms might be secured by a change in railway tariff rates. The minister appears, finally, to have recognized the fact we have so frequently pointed out, that rates are excessive on the greater part of staples seeking transportation on Brazilian railways.

—Deputy Zama's railway project read in the Chamber on the 10th proposes to extend the D. Pedro II line to navigable waters of the S. Francisco; to extend the Sulral and Baurité [Ceará] railways as far as may be necessary to lessen the effects of the periodical droughts in the province; for the extension of the Bahia Central and the construction of branches; the extension of the Timbó branch to a convenient point in Sergipe and to connect the railway system of the northern provinces as proposed by engineer Coutinho. The government will guarantee 6 per cent. interest on not over 25,000\$ per kilometre on all these extensions, except the D. Pedro II, Sobral and Baurité which will remain state railways.

<i>Norval</i>	Cardiff	19 June
<i>Norva</i>	Newcastle	23 May
<i>Nova Signora della Salute</i>	Hamburg	23 May
<i>Oscar</i>	Newcastle	2 June
<i>Palmer</i>	Cardiff	18 May
<i>Prince Anadolo</i>	Cardiff	27 May
<i>Perseus</i>	Newport	27 May
<i>Pierrot</i>	Cardiff	16 June
<i>Pierrotin</i>	Cardiff	24 May
<i>Rhyno</i>	Newcastle	24 May
<i>Rising</i>	Cardiff	18 June
<i>Rose</i>	Liverpool	25 Apr.
<i>Rosella Smith</i>	Braunswick	
<i>Rosalie</i>	Antwerp	14 May
<i>Sarah</i>	Cardiff	24 May
<i>Seaside</i>	Newcastle	31 May
<i>Stilflower</i>	Cardiff	"
<i>Signe</i>	Sunderland	"
<i>Sidney</i>	Pensacola	7 May
<i>St. Andrew</i>	Newport	20 Mar.
<i>St. Cloud</i>	Liverpool	"
<i>St. George's Bay</i>	Rangoon	7 June
<i>St. Helen</i>	Newport	"
<i>St. John</i>	New York	31 May
<i>Thérèse</i>	Newcastle	29 May

Zawitza	Bushgow	3 June
.....	Newport	

ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHERE FROM	CONSIGNEE TO
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July	4	V. de Bahia F ₁	Havre* 23d	F. Mazon
	4	V. de Pernambuco Fr	Santos 20h	do
	6	Dalton B ₁	Liverpool* 22d	Norton, M'w & C
	6	Potosi Br	do* 23d	Wilson Sons & C
	6	Worcester Br	Lyttelton 32d	do
	7	Frankfurt Gr	River Plate* 10d	H. Stoltz & C
	7	Cavair Br	P. Alegre* 3d	Norton, M'w & C
	8	Niger Fr	Bordeaux 34d	do

8	Savate Fc	River Plate 34d	Kail Valais & C
9	Kepler Hlg	Liverpool ³¹ 3rd	Norton, W. & C
10	Potof Fc	Genoa ³²	Kail Valais & C
11	Campana Br	Savate ³³ 2nd	Kail Mail
12	Brimania Ital	River Plate ³⁴	N. Vincenzi & F
13	Tijena Gr	Santos 16h	E. Johnston & C
14	D. di Genova Ital	Genoa ^{18d}	A. Fiorita
15	Graf Bismark Gr	Santos 24h	E. Siedt & C
16	Campana Gr	Hamburg ^{22d}	H. Johnston & C
17	Catania Gr	New York ³⁵ 34d	do
18	Buenos Aires Gc	Santos 19h	do
19	Jokai Aust	Tiester ²¹ 41d	T. Rombauer
20	Portugal Fc	River Plate 3d	Mess. Maritimes

[illegible]

	ORIGIN	WHEN TO	CARGO
July	Tanjar B	Southampton*	Studdies
	Bahia Gr	Hamburg*	do
	de Peñ'a Fr	do	do
	V. Florio Ital	Valparaiso	do
	C. Hachey Jr	Porto Alegre*	do
	Stechenitz Aust	Tientsin*	do
	Worcester Br	London	do
	Potosi Bt	Valparaiso*	do
	V. de Bahia Fr	Breton	do
	Vandyke B	New York	Coffee
	Frankfurt Gt	Santos	Studdies
9	Niger Pt	River Plate	do
10	Navye Fr	Marcellus*	do
10	Daltou Ir	Santos	do
11	Paitou Fr	River Plate	do
11	Bismian Ital	Genoa*	do
11	Tijica Gr	Hankow*	do
11	Portugal Fr	Batavia*	do
12	Graf Bismark Gt	Buenos*	do

13	La Plata Br	River Plate	do
13	D ili Genova Ital	do	do
13	Tycho Brahe Dlg	New Orleans	Coffee

Sailing at intermediate ports.			
FOREIGN SAILING VESSELS IN THIS PORT OF RIO DE JANEIRO, JULY 14th, 1888.			
HAKE	TONNAGE	WHEHER ENTERED	CONSIGNEE
<i>American</i>			
Amk New Light...	150	12 Baltimore.	Phipps Bros. & C
Amk Amy...	665	10 Baltimore.	Levering & C
Amk Mary G Reed	566	20 New York.	Leving & C
Amk McNamee...	296	21 Baltimore.	Monterey, H. & C
Amk Syden...	1445	25 Baltimore.	In distress
Amk Glad Tidings	827	25 Baltimore.	Levering & C
	6.6	July 3	

British				
W. Campsie Glen	490	May 30	Antwerp...	In distress
Pr. Frerick...	1475	June 2	Canliif	Wilson Sons & C
W. Sansaw.....	1336	8	Cauffid	Norton, M'w & C
W. Hertie.....	479	27	Marcellies.	In distress
W. S. J. Bogant.	856	July 5	New York	Phippis Bros. & C
W. Cavalier.....	1089	6	Liverpool	W...

k Vanguard ...	332	6 Graugent's	Monteiro & Bol'o
k Flora	976	10 Newport ..	D. Pedro I J R.R
<i>Dutch</i>			
g Wilhelmine ..	318	May 14 Paysandú	In distress
k Kersbergen ..	983	31 Carull	In distress
<i>German</i>			

g Hedwig	288	Jun. 16	Paranaguá	J. G. R. Avellar
g H. Bremer	337	19	Bordeaux	In distress
g Oscar	735	19	Port Pirie	Duvivier & C
k Adonis	411	July 10	Marseilles.	Karl Valais & C
<i>Italian</i>				
k S. Michele	497	May 19	Marseilles.	Karl Valais & C
g Nostra Zia	284	20	Rosauin	In distress

lin Conzazione	13	Jan. 10	Bahia.....	To order
l. Catterina M	886	30	Bs. Aires.....	In distress
Arco's Padre	548	July 4	Marselles.....	Avenir D. & C
Gaspare.....	473	5	Tieste.....	Phipps Bros. & C
Norwegian				
g. Helena.....	109	May 14	Mexoro.....	To order
l. Brilliant.....	704	Jan. 1	New York.....	W. Guimarães & C
l. Anna.....	173	7	Swansea.....	J. C. Pacheco & C
l. Fotina.....	178			

Dr Freya	3146	8	Macão	To order
Dr. Regent	1338	10	Cardiff	R. Rodrigues & C
Dr. Cito	521	10	Newport	D. Pedro J I R R
Dr. T'os	687	19	Newcastle	J. C. Pacheco & C
Dr. Avanti	589	July 2	Buñswick	Monteiro, H. & C
Dr. Dictator	557	2	London	Mansell & Carré
Dr. Hmoi	350	2	Cardiff	Mess. Maritimes
Dr. Seinga	1128	2	Macão	To order
Dr. Arvilla	996	5	Liverpool	Watson, R. & C
		5	Sunderland	Watson, R. & C

Audac.	559	6 Cardiff	Wilson Sons & C
Ogir	547	6 Newcastle	Wilson Sons & C
Alert	593	11 Macão	Karl Valais & C
Omen.	534	11 Macão	To order
Euxim.	247	12 Macão	Karl Valais & C
<i>Portuguese</i>			
Marinhás II.	238	tan. 24 Aracaju	A. M. Marinhás
Tentativa	233	Mar. 7 Aracaju	A. M. Marinhás
Audacita.	621	Mar. 7 Onoré	A. M. Marinhás

Zulmira.....	866	July 12	Sporto....	Pereira, P. & C
<i>Spanish</i>		Jun. 8	Brunswick	W.Guimarães &C
Isidra.....	18c	Jan. 20	Cadiz.....	

TABLE 4.

Medjugorje	38	June 10	Parangaricut	J. G. R. Avellur
H. H. Bennett	337	10	Bordeaux	In distress
C. O'Neil	735	10	Port Faria	Duvivier & C
A. Adams	411	July 10	Marseilles	Karl Valais & C
<i>Italia</i>				
S. Michele	407	May 19	Marseilles	Karl Valais & C
Gen. Nizza	281	30	Rosario	In distress
Gen. C. Zelman	213	Jan 10	Bahia	To order
Gen. C. Zelman	886	Feb 10	Marseilles	In distress
Gen. C. Zelman	548	July 3	Marseilles	Avellur, D. & C
Gen. C. Zelman	473	5	Tiaret	Phippis Bros. & C
<i>Norvegia</i>				
Gen. C. Zelman	169	May 14	Moscow	To order
Gen. C. Zelman	704	Jan 1	New York	W. Guimaries & C
Gen. C. Zelman	276	Aug 1	Swansea	I. C. Pacheco & C
Gen. C. Zelman	440	10	Cardiff	B. Rodrigues & C
Gen. C. Zelman	910	10	Newport	D. Pedro J. R. R.
Gen. C. Zelman	1134	10	Newport	I. C. Pacheco & C
Gen. C. Zelman	37	10	Newport	Mouton, H. & C
Gen. C. Zelman	687	28	Bushwick	Nansall & Carré
Gen. C. Zelman	389	10	London	Mess. Marines
Gen. C. Zelman	350	2	Madrid	Watson, R. & C
Gen. C. Zelman	1128	10	Liverpool	Watson, R. & C
Gen. C. Zelman	550	10	Newcastle	Wilson Sons & C
Gen. C. Zelman	593	13	Macao	Karl Valais & C
Gen. C. Zelman	517	13	Macao	To order
Gen. C. Zelman	547	13	Macao	Karl Valais & C
<i>Portuguesa</i>				
Marinhas II.	238	Jan 28	Amesbury	A. M. Marinhos
Teutonica	913	Mar 7	Aracaju	A. M. Marinhos
América	267	May 14	Opotore	Ferreira, P. & C
Zulmira	866	Jan 8	Aracaju	W. Guimaries & C
<i>Spanish</i>				
Isidro	184	Jan 28	Colima	

